

## Kang, Danielle

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**From:** Rice, Danille  
**Sent:** Friday, June 11, 2021 7:27 PM  
**To:** Council, City; Council Agenda Email  
**Cc:** ORG - Clerk's Office; Executive Leadership Team; Boyd, Holly  
**Subject:** Council Agenda Consent Questions for June 14: Items 2, 3, and 6



### Council Question Response

Dear Mayor and Council Members:

On behalf of City Manager Ed Shikada, please find below the staff responses to inquiries made by Council Member Cormack and Council Member Tanaka in regard to the June 14, 2021 Council Meeting agenda.

- **Item 2: Contract for FY 2021 Street Resurfacing Project & Budget Amendments**
- **Item 3: Approval of FY22 Community Theatre Partnership Agreements**
- **Item 6: Third Quarter Financial Status & Budget Amendment**

**Item 2: Contract for FY 2021 Street Resurfacing Project & Budget Amendments** (Question provided by Council Member Tanaka)

- 1. What distinguishes roads with PCIs in different ranges (i.e. 40s vs 60s vs 80s)?**  
Pavement condition index (PCI) ranges from 0 to 100, with 0 representing a failed road and 100 representing a brand-new road surface. Roads are rated with the following ranges: Failed/Poor with PCI score between 0-49, At Risk between 50-59, Fair/Good between 60-79, and Very Good/Excellent between 80-100. Segment PCI data is collected by City staff biennially and entered to Metropolitan Transportation Commission's (MTC) StreetSaver system. Data collected during the survey includes: cracks, pavement failure areas, raveling/weathering, rutting, etc.
- 2. Is the average age of the roads in question known? If so, what is it?**  
The average age for the streets in this contract is 72 years. The average years from last major street maintenance (overlay/slurry seal/panel upgrades) is 23 years.
- 3. What future effects on taxpayers and city budgeting will this project have, if any?**  
Annual street maintenance on streets keeps the streets in good condition and prevents the streets from further degradation. The average PCI for the streets in this contract is 44, well below the City's average PCI of 84. A key principle in pavement management is that regular resurfacing avoids much more expensive reconstruction that is needed when streets are not resurfaced. This contract will repair and resurface the streets to prevent more costly future repairs.
- 4. Are there any potential transportation and traffic concerns that could arise from this project?**  
There are no major transportation or traffic concerns. The work will be accomplished using methods to minimize traffic delays during the street construction.

**Item 2: Contract for FY 2021 Street Resurfacing Project & Budget Amendments** (Question provided by Council Member Cormack)

1. **The scope of work also includes "Remove the truncated domes and restore the roadway at the intersections of Ross Road and Moreno Avenue, and East Meadow Drive and Ross Road." Can staff please explain what truncated domes are and what restorations will be made at these roundabouts?**

The improvements proposed at the splitter islands at Ross Road at East Meadow and Moreno are to address concerns/requests from GreenWaste and the Palo Alto Fire Department to remove the river stones in the noses of the splitter islands in order to make them fully mountable so that their vehicles can easily maneuver around the circles. Truncated domes are the tactile warning bumps on curb ramps and other transition surfaces used to notify visually impaired pedestrians that they are moving between pedestrian-only spaces and spaces with vehicles. In this case, the truncated domes in the islands will be removed and restored with asphalt as the truncated dome placement in the splitter islands could cause confusion for the visually impaired. These modifications were presented at the February 24, 2020 Council meeting. The staff report can be found [here](#).

**Item 3: Approval of FY22 Community Theatre Partnership Agreements** (Question provided by Council Member Cormack)

1. **The staff report doesn't clearly indicate what the terms of the original agreements are (although clicking through a few links does provide access to the contracts). Do the three organizations also pay rent or just pass through the two \$2 fees per ticket?**

The Theatre groups do not pay rent for use of the Lucie Stern Community Theatre. A total of \$4 per ticket goes to the City. The Patron Facility Use fee of \$2 per ticket that was added in FY 2006 goes to the City's General Fund and is considered to be compensation in lieu of rent. The additional \$2 added to ticket prices in 2018 is specifically for facility improvements at the theatre.

**Item 6: Third Quarter Financial Status & Budget Amendment** (Question provided by Council Member Cormack)

1. **What are the Police Service fees listed under overtime net cost in attachment B?**  
Police Service Fees in the Q3 Public Safety Overtime Analysis are attributed to special event fees in which the organizer pays an hourly rate for personnel presence, such as Police Officers at Stanford football games or in retail areas. These personnel rates are included in the [FY 2021 Adopted Municipal Fee Schedule](#) under the Special Events section in the Police Department.

Thank you.



**Danille Rice**

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